United States Department of Agriculture

Grain Transportation Report

A weekly publication of the Agricultural Marketing Service
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Contents

The next release is June 10, 2021

WEEKLY HIGHLIGHTS

Increase in Maximum Length for Vessels Transiting Neopanamax Locks

On May 21, 2021, the Panama Canal Authority announced an increase to the maximum allowable length for vessels transiting the Neopanamax locks. Effective immediately, the maximum overall length for commercial and non-commercial vessels that will be accepted for regular transits of the locks is 370.33 meters (1,215 feet). Vessels measuring 367.28-370.33 meters (1,205-1,215 feet) must be equipped with a fully operational bow thruster—a propulsion device that aids ship's maneuverability. If a vessel in this longer but still allowed range lacks the bow thruster, it may be assigned additional resources (including tugboat assistance) at the vessel's expense and be subject to transit delays. Such vessels will be assigned an extra, assistive tug when approaching Agua Clara locks from Gatun Lake (northbound). The Panama Canal is a vital outlet for U.S. grain and other container shipments destined for Asia.

Illinois Releases Highway Improvement Program for FY 2022-27

On May 19, the State of Illinois released its proposed highway improvement program for fiscal years (FY) 2022-27. The program allocates $20.7 billion in total investment, including $3.3 billion for fiscal year 2022. Over the next 6 years, the plan aims to improve 2,779 miles of roadway and 7.9 million square feet of bridge deck. Additionally, $42 million is allocated for upgrading local truck routes. Other major investments include $5.79 billion for roadway reconstruction and preservation, $4.82 billion for bridge improvements, and $2.59 billion for roadway expansion efforts. According to the American Road and Transportation Builders Association, about 8.8 percent of Illinois's bridges are classified as structurally deficient. The planned investment is funded by Rebuild Illinois—an infrastructure improvement initiative approved in 2019 that supports investment in road and bridges.

ADM Announces Plan To Open Soybean Crush Plant in North Dakota

On May 10, the Archer-Daniels-Midland Company (ADM) announced plans to open North Dakota's first soybean crush facility in Spiritwood, ND. ADM's plant will have the capacity to process 150,000 bushels of soybeans into soybean meal and oil per day. ADM anticipates the plant will open in the fall of 2023. Spiritwood, ND, is located on a BNSF rail line and is just north of I-94. Adding soybean processing capacity to North Dakota in the future may alter the regional supply and demand structure for rail and truck transportation.

Snapshots by Sector

Export Sales

For the week ending May 20, **unshipped balances** of wheat, corn, and soybeans totaled 25.3 million metric tons (mmt). This was 7 percent lower than last week but 15 percent higher than the same time last year. Net **corn export sales** were 0.556 mmt, up significantly from the past week. Net **soybean export sales** were 0.056 mmt, down 34 percent from the previous week. Net weekly **wheat export sales** were 0.029 mmt, down 76 percent from the previous week.

Rail

U.S. Class I railroads originated 25,396 **grain carloads** during the week ending May 22. This was unchanged from the previous week, 16 percent more than last year, and 14 percent more than the 3-year average.

Average June shuttle **secondary railcar** bids/offers (per car) were $281 below tariff for the week ending May 27. This was $38 less than last week and $188 lower than this week last year. There were no non-shuttle bids/offers this week.

Barge

For the week ending May 29, **barge grain movements** totaled 860,760 tons. This was 16 percent less than the previous week and 9 percent more than the same period last year.

For the week ending May 29, 535 grain barges **moved down river**— 43 fewer barges than the previous week. There were 777 grain barges **unloaded in New Orleans**, 9 percent higher than the previous week.

Ocean

For the week ending May 27, 33 **ocean going grain vessels** were loaded in the Gulf—15 percent fewer than the same period last year. Within the next 10 days (starting May 28), 38 vessels were expected to be loaded—10 percent fewer than the same period last year.

As of May 27, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $66.00. This was unchanged from the previous week. The rate from the Pacific Northwest (PNW) to Japan was $38.50 per mt, unchanged from the previous week.

Fuel

For the week ending May 31, the U.S. average **diesel fuel price** increased 0.2 cents from the previous week to $3.255 per gallon, 86.9 cents above the same week last year.

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Feature Article/Calendar

U.S. Soybean Landed Costs Increased, as Brazil's Varied, in the First Quarter

United States and Brazil are the world's two leading producers of soybeans, and both compete for the same overseas markets, including China and Europe. According to USDA's May *World Agriculture Supply and Demand Estimates (WASDE)*, Brazil is projected to export 86 million metric tons (mmt) of soybeans in marketing year (MY) 2020/21, versus 62.05 mmt by the United States.

Given the prominence of China and Europe as soybean importers, low transportation and landed costs of soybeans to these destinations are essential to the competitiveness of both the United States and Brazil. This article compares quarterly and yearly changes in the costs of moving soybeans from the United States and Brazil to Shanghai, China (table 1) and to Hamburg, Germany (table 2).

Table 1-Quarterly costs of transporting soybeans from United States and Brazil to Shanghai, China

	2020 1st qtr.	2020 4th qtr.	2021 1st qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.	2020 1st qtr.	2020 4th qtr.	2021 1st qtr.	Percent change Yr. to yr.	Percent change Qtr. to qtr.
	United States (via U.S. Gulf)									
	Minneapolis, MN					Davenport, IA				
	--$/mt--					--$/mt--				
Truck	10.70	11.38	13.66	27.66	20.04	10.70	11.38	13.66	27.66	20.04
Rail[1]	36.73	-	36.38	-0.95	-	33.03	-	33.33	0.91	-
Barge	9.02	41.35	12.49	38.47	-69.79	9.02	32.31	12.49	38.47	-61.34
Ocean[2]	41.98	40.79	50.88	21.20	24.74	41.98	40.79	50.88	21.20	24.74
Total transportation	98.43	93.52	113.41	15.22	21.27	94.73	84.48	110.36	16.50	30.63
Farm value[3]	289.79	364.86	465.42	60.61	27.56	315.02	377.11	456.85	45.02	21.15
Landed cost[4]	388.22	458.38	578.83	49.10	26.28	409.75	461.59	567.21	38.43	22.88
Transport % of landed cost	25.35	20.40	19.59			23.12	18.30	19.46		
	Via PNW									
	Fargo, ND					Sioux Falls, SD				
Truck	10.70	11.38	13.66	27.66	20.04	10.70	11.38	13.66	27.66	20.04
Rail[1]	57.10	57.10	57.10	0.00	0.00	58.09	58.09	58.09	0.00	0.00
Ocean	22.28	22.65	28.60	28.37	26.27	22.28	22.65	28.60	28.37	26.27
Total transportation	90.08	91.13	99.36	10.30	9.03	91.07	92.12	100.35	10.19	8.93
Farm value	288.44	352.13	439.70	52.44	24.87	304.97	356.29	442.15	44.98	24.10
Landed cost	378.52	443.26	539.06	42.41	21.61	396.04	448.41	542.50	36.98	20.98
Transport % of landed cost	23.80	20.56	18.43			23.00	20.54	18.50		
	Brazil									
	North MT[5] - Santos[6]					South GO[5] - Paranagua[6]				
	--$/mt--					--$/mt--				
Truck	68.33	54.20	60.94	-10.82	12.44	40.67	30.89	36.83	-9.44	19.23
Ocean[7]	35.50	31.67	37.00	4.23	16.83	37.25	33.42	38.75	4.03	15.95
Total transportation	103.83	85.87	97.94	-5.67	14.06	77.92	64.31	75.58	-3.00	17.52
Farm Value[8]	282.59	490.89	463.10	63.88	-5.66	285.74	442.13	466.39	63.22	5.49
Landed Cost	386.42	576.76	561.04	45.19	-2.73	363.66	506.44	541.97	49.03	7.02
Transport % of landed cost	26.87	14.89	17.46			21.43	12.70	13.95		

[1]Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.

[2]Source for the U.S. ocean freight rates: O'Neil Commodity Consulting.

[3]Source for the U.S farm values: USDA, National Agricultural Statistics Service.

[4]Landed cost is transportation cost plus farm value.

[5]Producing regions: MT= Mato Grosso, GO = Goiás.

[6]Export ports.

[7]Source for Brazil's ocean freight rates: University of São Paulo, Brazil and USDA, Agricultural Marketing Service.

[8]Source for Brazil's farm values: Companhia Nacional de Abastecimento.

Note: qtr. = quarter; yr. = year; mt = metric ton; total may not add exactly because of rounding.

Source: Compiled by the USDA, Agricultural Marketing Service.

Quarter-to-quarter transportation costs. From fourth quarter 2020 to first quarter 2021 (quarter to quarter), costs rose for exporting U.S. soybeans through the U.S. Gulf to China (table 1) and Germany (table 2). It also cost more to ship soybeans from the Pacific Northwest (PNW) to China (table 1). Through both the Gulf and PNW routes, the cost increases were due to rising truck and ocean freight rates. Truck rates rose partly because of increased demand for trucking services and higher diesel fuel prices (***GTR* fig. 13**). Ocean freight rates rose in response to strong trade of bulk commodities, such as iron ore and grain (*Grain Transportation Report (GTR)* April 15, 2021). In addition, the upper segment of Mississippi River was

closed for navigation during the winter. Where the river was closed, soybeans moved by rail transportation instead of barge, then later transferred to barges to complete the trip to New Orleans for export. Because rail is costlier than barge, transportation costs rose for these rail-detoured barge trips. In Brazil, transportation costs rose in response to higher truck and ocean freight rates.

Table 2-Quarterly costs of transporting soybeans from United States and Brazil to Hamburg, Germany

	2020 1st qtr.	2020 4th qtr.	2021 1st qtr.	Percent change Yr. to yr.	Qtr. to qtr.	2020 1st qtr.	2020 4th qtr.	2021 1st qtr.	Percent change Yr. to yr.	Qtr. to qtr.
	United States (via U.S. Gulf)									
	Minneapolis, MN --$/mt--					Davenport, IA --$/mt--				
Truck	10.70	11.38	13.66	27.66	20.04	10.70	11.38	13.66	27.66	20.04
Rail[1]	36.73	-	36.38	-0.95	-	33.03	-	33.33	0.91	-
Barge	9.02	41.35	12.49	38.47	-69.79	9.02	32.31	12.49	38.47	-61.34
Ocean[2]	14.82	19.02	19.75	33.27	3.84	14.82	19.02	19.75	33.27	3.84
Total transportation	71.27	71.75	82.28	15.45	14.68	67.57	62.71	79.23	17.26	26.34
Farm value[3]	289.79	364.86	465.42	60.61	27.56	315.02	377.11	456.85	45.02	21.15
Landed cost[4]	361.06	436.61	547.70	51.69	25.44	382.59	439.82	536.08	40.12	21.89
Transport % of landed cost	19.74	16.43	15.02			17.66	14.26	14.78		
	Brazil									
	North MT[5] - Santos[6] --$/mt--					South GO[5] - Paranagua[6] --$/mt--				
Truck	68.33	54.20	60.94	-10.82	12.44	40.67	30.89	36.83	-9.44	19.23
Ocean[7]	29.25	25.25	31.25	6.84	23.76	30.00	25.35	31.00	3.33	22.29
Total transportation	97.58	79.45	92.19	-5.52	16.04	70.67	56.24	67.83	-4.02	20.61
Farm value[8]	282.59	490.89	463.10	63.88	-5.66	285.74	442.13	466.39	63.22	5.49
Landed cost	380.17	570.34	555.29	46.06	-2.64	356.41	498.37	534.22	49.89	7.19
Transport % of landed cost	25.67	13.93	16.60			19.83	11.28	12.70		

[1]Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary rail markets, which could exceed the rail tariff rate plus fuel surcharge shown in the table.

[2]Source for the U.S. ocean rates: O'Neil Commodity Consulting.

[3]Source for the U.S. farm values: USDA/National Agrocultural Statistics Service

[4]Landed cost is total cost plus farm value.

[5]Producing regions: MT= Mato Grosso, GO = Goiás.

[6]Export ports.

[7]Source for Brazil's ocean rates:University of São Paulo, Brazil and USDA/Agricultural Marketing Service.

[8]Source for Brazil's farm values: Companhia Nacional de Abastecimento.

Note: qtr. = quarter; yr. = year; mt = metric ton; total may not add exactly because of rounding.

Source: Compiled by the USDA, Agricultural Marketing Service.

Year-to-year transportation costs. From first quarter 2020 to first quarter 2021 (year to year), transportation costs increased in the United States, but declined in Brazil. In the United States, higher truck, barge and ocean freight rates pushed up transportation costs. In Brazil, lower truck rates more than offset an increase in ocean freight rates, causing transportation cost to fall.

Quarter-to-quarter landed costs. From quarter to quarter, landed costs increased in the United States, but varied in Brazil. For shipments through the U.S. Gulf and PNW, landed-cost increases reflected both rising transportation costs and rising farm values. In Brazil, landed costs for shipments out of South Goiás rose because of higher transportation costs and farm values. In contrast, landed costs fell for shipments out of North Mato Grosso because of reduced farm values that more than offset an increase in transportation costs. In first quarter 2021, the transportation share of U.S. landed costs was 18-20 percent for shipments to China (table 1) and 15 percent for shipments to Germany (table 2). The transportation share of Brazil's total landed costs was 14-17 percent for shipments to China (table 1) and 13-17 percent for shipments to Germany (table 2).

Year-to-year landed costs. Year to year, landed costs rose in both countries, though the reasons varied by country. For exports from the United Sates, the increase reflected higher transportation costs and higher soybean farm values. However, for shipments out of Brazil, landed costs rose only because of higher farm values.

U.S. exports to China. According to USDA's Federal Grain Inspection Service, China imported 7.60 mmt of U.S. soybeans in first quarter 2021, versus 24.38 mmt in the previous quarter and 2.90 mmt in first quarter 2020. Lower U.S. transportation and landed costs to China could boost soybean exports to China. For more on soybean transportation, see *Brazil Soybean Transportation*. *surajudeen.olowlayemo@usda.gov*

Grain Transportation Indicators

Table 1

Grain transport cost indicators[1]

	Truck	Rail		Barge	Ocean	
For the week ending		Non-Shuttle	Shuttle		Gulf	Pacific
06/02/21	218	297	212	185	295	273
05/26/21	218	297	214	210	295	273

[1]Indicator: Base year 2000 = 100. Weekly updates include truck = diesel ($/gallon); rail = near-month secondary rail market bid and monthly tariff rate with fuel surcharge ($/car); barge = Illinois River barge rate (index = percent of tariff rate); ocean = routes to Japan ($/metric ton); n/a = not available.
Source: USDA, Agricultural Marketing Service.

Table 2

Market Update: U.S. origins to export position price spreads ($/bushel)

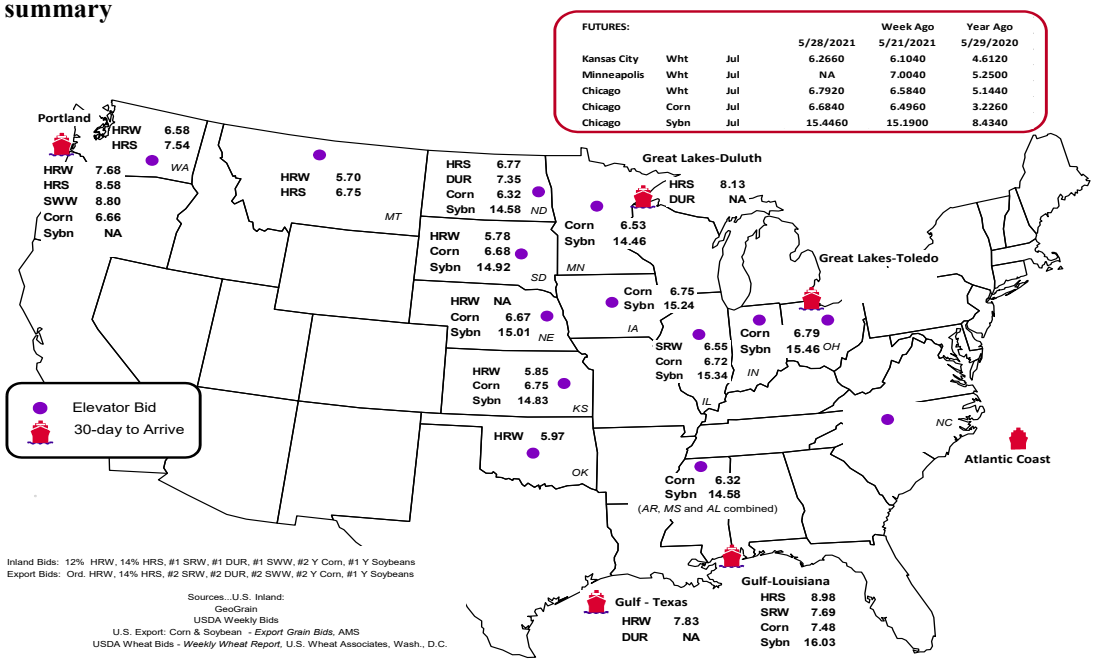
Commodity	Origin–destination	5/28/2021	5/21/2021
Corn	IL–Gulf	-0.76	-0.76
Corn	NE–Gulf	-0.81	-0.79
Soybean	IA–Gulf	-0.79	-0.69
HRW	KS–Gulf	-1.98	-1.93
HRS	ND–Portland	-1.81	-2.01

Note: nq = no quote; n/a = not available; HRW = hard red winter wheat; HRS = hard red spring wheat.
Source: USDA, Agricultural Marketing Service.

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1

Grain bid summary



Rail Transportation

Table 3

Rail deliveries to port (carloads)[1]

For the week ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total	Week ending	Cross-border Mexico[3]
5/26/2021[p]	739	1,090	6,221	81	8,131	5/22/2021	3,516
5/19/2021[r]	850	1,115	5,999	120	8,084	5/15/2021	3,532
2021 YTD[r]	32,226	33,658	140,879	9,887	216,650	2021 YTD	56,916
2020 YTD[r]	9,254	16,825	97,100	4,195	127,374	2020 YTD	49,911
2021 YTD as % of 2020 YTD	348	200	145	236	170	% change YTD	114
Last 4 weeks as % of 2020[2]	143	100	128	85	124	Last 4wks. % 2020	126
Last 4 weeks as % of 4-year avg.[2]	141	97	112	39	109	Last 4wks. % 4 yr.	120
Total 2020	45,294	64,116	299,882	24,458	433,750	Total 2020	126,407
Total 2019	40,974	51,167	251,181	16,192	359,514	Total 2019	127,622

[1]Data is incomplete as it is voluntarily provided.

[2] Compared with same 4-weeks in 2020 and prior 4-year average.

[3] Cross-border weekly data is approximately 15 percent below the Association of American Railroads' reported weekly carloads received by Mexican railroads. to reflect switching between Kansas City Southern de Mexico (KCSM) and Grupo Mexico.

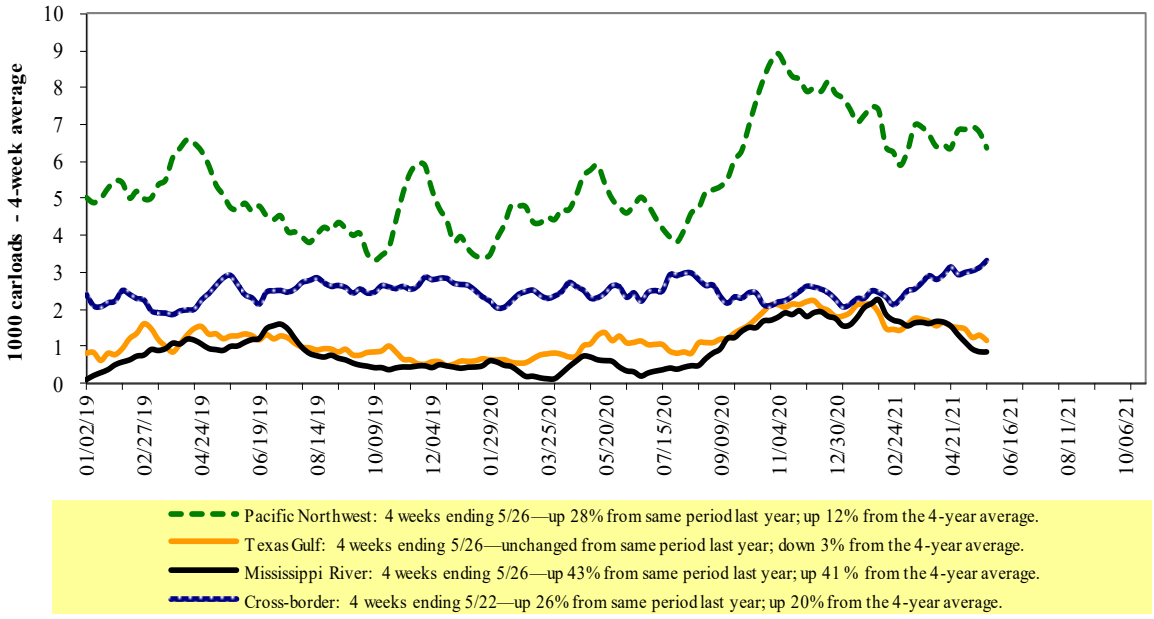
YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available; wks. = weeks; avg. = average.

Source: USDA, Agricultural Marketing Service.

Railroads originate approximately 24 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

Rail deliveries to port



Source: USDA, Agricultural Marketing Service.

Table 4

Class I rail carrier grain car bulletin (grain carloads originated)

For the week ending:	East		West			U.S. total	Canada	
5/22/2021	CSXT	NS	BNSF	KCS	UP		CN	CP
This week	1,942	2,882	12,884	1,413	6,275	25,396	3,293	4,884
This week last year	1,923	2,032	10,959	1,193	5,761	21,868	4,485	4,954
2021 YTD	40,127	52,058	262,894	21,788	132,497	509,364	96,720	109,718
2020 YTD	35,782	48,504	223,921	22,101	102,846	433,154	80,778	90,334
2021 YTD as % of 2020 YTD	112	107	117	99	129	118	120	121
Last 4 weeks as % of 2020*	122	111	121	129	118	120	100	112
Last 4 weeks as % of 3-yr. avg.**	107	97	113	131	123	114	102	121
Total 2020	91,659	130,578	613,630	57,782	296,701	1,190,350	238,700	261,778

*The past 4 weeks of this year as a percent of the same 4 weeks last year.

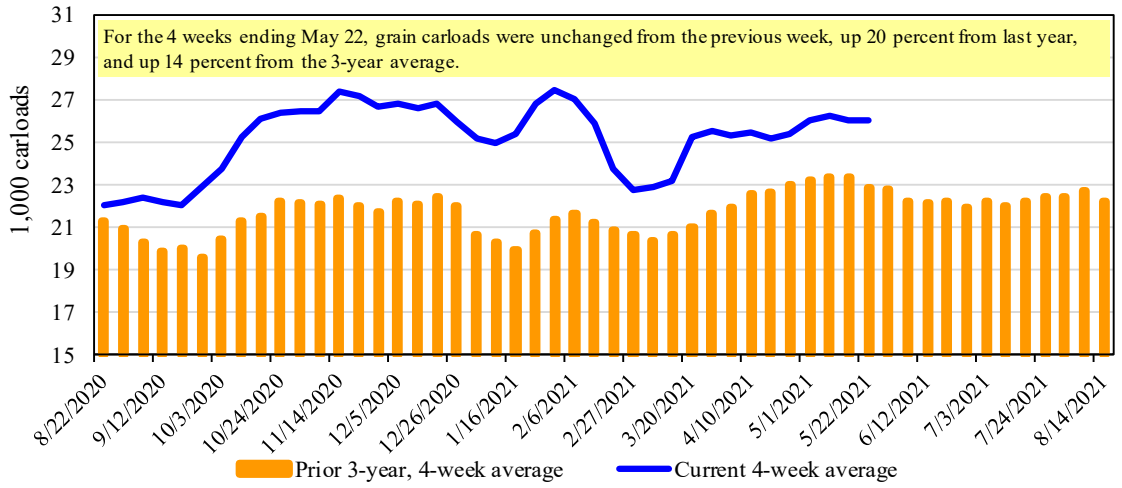
**The past 4 weeks as a percent of the same period from the prior 3-year average. YTD = year-to-date; avg. = average; yr. = year.

Note: NS = Norfolk Southern; KCS = Kansas City Southern; UP = Union Pacific; CN = Canadian National; CP = Canadian Pacific.

Source: Association of American Railroads.

Figure 3

Total weekly U.S. Class I railroad grain carloads



Source: Association of American Railroads.

Table 5

Railcar auction offerings[1] ($/car)[2]

For the week ending:		Delivery period							
5/27/2021		Jun-21	Jun-20	Jul-21	Jul-20	Aug-21	Aug-20	Sep-21	Sep-20
BNSF[3]	COT grain units	no bids	2	no bids	no bids	no bids	no bids	no bids	no bids
	COT grain single-car	301	4	234	6	0	0	0	0
UP[4]	GCAS/Region 1	no offer	no bid	no offer	no bid	no offer	no bid	n/a	n/a
	GCAS/Region 2	no offer	2	no offer	4	no offer	4	n/a	n/a

[1]Auction offerings are for single-car and unit train shipments only.

[2]Average premium/discount to tariff, last auction. n/a = not available.

[3]BNSF - COT = BNSF Railway Certificate of Transportation; north grain and south grain bids were combined effective the week ending 6/24/06.

[4]UP - GCAS = Union Pacific Railroad Grain Car Allocation System.

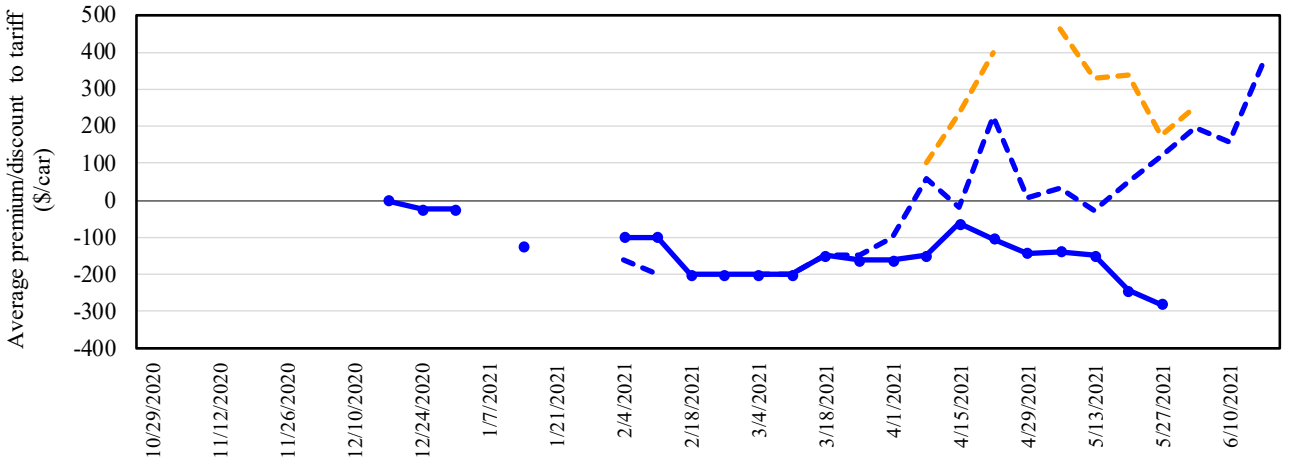
Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

Source: USDA, Agricultural Marketing Service.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/ supply.

Figure 4
Bids/offers for railcars to be delivered in June 2021, secondary market

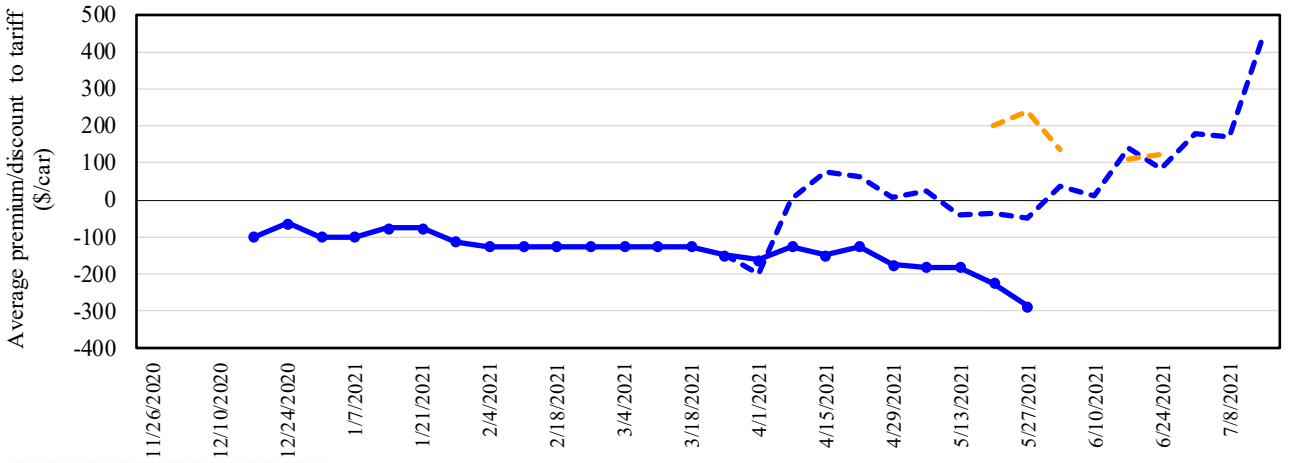


5/27/2021	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$263	-$300

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $38 this week and are $281 below the peak.

Note: Non-shuttle bids include unit-train and single-car bids. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.
Source: USDA, Agricultural Marketing Service.

Figure 5
Bids/offers for railcars to be delivered in July 2021, secondary market



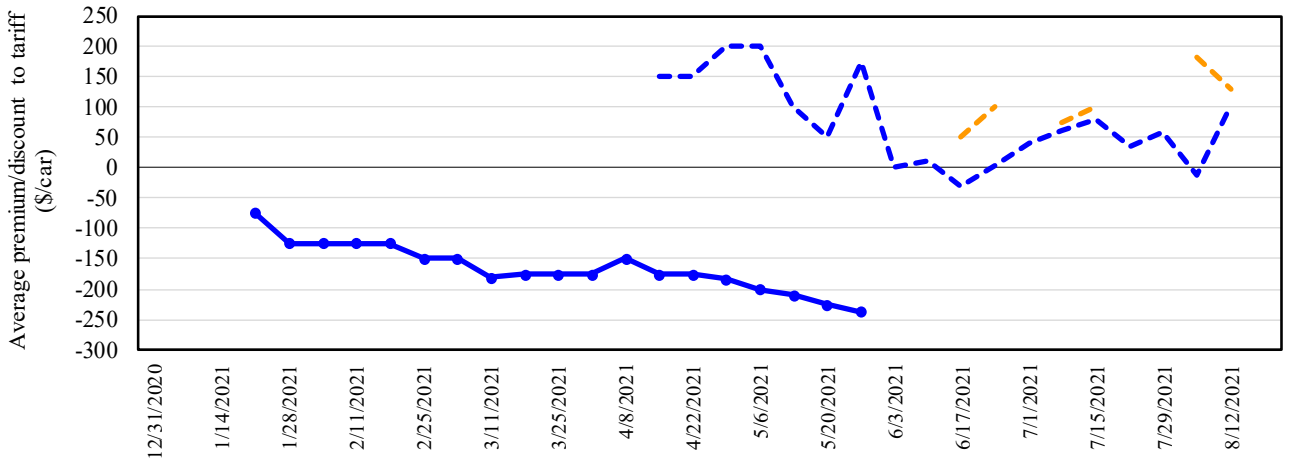
5/27/2021	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$250	-$325

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $63 this week and are $225 below the peak.

Note: Non-shuttle bids include unit-train and single-car bids. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.
Source: USDA, Agricultural Marketing Service.

Figure 6

Bids/offers for railcars to be delivered in August 2021, secondary market



5/27/2021	BNSF	UP
Non-shuttle	n/a	n/a
Shuttle	-$250	-$225

There were no non-shuttle bids/offers this week.
Average shuttle bids/offers fell $13 this week and are $163 below the peak.

Note: Non-shuttle bids include unit-train and single-car bids. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.
Source: USDA, Agricultural Marketing Service.

Table 6

Weekly secondary railcar market ($/car)[1]

	For the week ending: 5/27/2021	Delivery period					
		Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21
Non-shuttle	**BNSF-GF**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2020	n/a	n/a	n/a	n/a	n/a	n/a
	UP-Pool	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**
	Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
	Change from same week 2020	n/a	n/a	n/a	n/a	n/a	n/a
Shuttle	**BNSF-GF**	**(263)**	**(250)**	**(250)**	**72**	**1200**	**n/a**
	Change from last week	(50)	0	0	(6)	0	n/a
	Change from same week 2020	(163)	n/a	n/a	n/a	n/a	n/a
	UP-Pool	**(300)**	**(325)**	**(225)**	**(200)**	**850**	**375**
	Change from last week	(25)	(125)	(25)	(25)	(25)	0
	Change from same week 2020	(213)	(225)	n/a	n/a	675	n/a

[1]Average premium/discount to tariff, $/car-last week.

Note: Bids listed are market indicators only and are not guaranteed prices. n/a = not available; GF = guaranteed freight; Pool = guaranteed pool; BNSF = BNSF Railway; UP = Union Pacific Railroad.

Data from James B. Joiner Co., Tradewest Brokerage Co.

Source: USDA, Agricultural Marketing Service.

The **tariff rail rate** is the base price of freight rail service. Together with **fuel surcharges** and any **auction and secondary rail** values, the tariff rail rate constitutes the full cost of shipping by rail. Typically, auction and secondary rail values are a small fraction of the full cost of shipping by rail relative to the tariff rate. However, during times of high rail demand or short supply, high auction and secondary rail values can exceed the cost of the tariff rate plus fuel surcharge.

Table 7

Tariff rail rates for unit and shuttle train shipments[1]

June 2021	Origin region[3]	Destination region[3]	Tariff rate/car	Fuel surcharge per car	Tariff plus surcharge per: metric ton	Tariff plus surcharge per: bushel[2]	Percent change Y/Y[4]
Unit train							
Wheat	Wichita, KS	St. Louis, MO	$3,695	$106	$37.75	$1.03	5
	Grand Forks, ND	Duluth-Superior, MN	$4,208	$0	$41.79	$1.14	-3
	Wichita, KS	Los Angeles, CA	$7,115	$0	$70.66	$1.92	-2
	Wichita, KS	New Orleans, LA	$4,525	$187	$46.79	$1.27	3
	Sioux Falls, SD	Galveston-Houston, TX	$6,851	$0	$68.03	$1.85	-2
	Colby, KS	Galveston-Houston, TX	$4,801	$205	$49.71	$1.35	3
	Amarillo, TX	Los Angeles, CA	$5,121	$285	$53.68	$1.46	3
Corn	Champaign-Urbana, IL	New Orleans, LA	$3,900	$211	$40.83	$1.04	3
	Toledo, OH	Raleigh, NC	$7,833	$0	$77.79	$1.98	15
	Des Moines, IA	Davenport, IA	$2,455	$45	$24.82	$0.63	3
	Indianapolis, IN	Atlanta, GA	$5,979	$0	$59.37	$1.51	3
	Indianapolis, IN	Knoxville, TN	$5,040	$0	$50.05	$1.27	3
	Des Moines, IA	Little Rock, AR	$3,900	$131	$40.03	$1.02	5
	Des Moines, IA	Los Angeles, CA	$5,780	$383	$61.20	$1.55	6
Soybeans	Minneapolis, MN	New Orleans, LA	$3,631	$218	$38.22	$1.04	4
	Toledo, OH	Huntsville, AL	$6,595	$0	$65.49	$1.78	17
	Indianapolis, IN	Raleigh, NC	$7,125	$0	$70.75	$1.93	3
	Indianapolis, IN	Huntsville, AL	$5,247	$0	$52.11	$1.42	3
	Champaign-Urbana, IL	New Orleans, LA	$4,645	$211	$48.23	$1.31	3
Shuttle train							
Wheat	Great Falls, MT	Portland, OR	$4,018	$0	$39.90	$1.09	-3
	Wichita, KS	Galveston-Houston, TX	$4,236	$0	$42.07	$1.14	-3
	Chicago, IL	Albany, NY	$6,376	$0	$63.32	$1.72	-10
	Grand Forks, ND	Portland, OR	$5,676	$0	$56.37	$1.53	-2
	Grand Forks, ND	Galveston-Houston, TX	$5,996	$0	$59.54	$1.62	-2
	Colby, KS	Portland, OR	$6,012	$336	$63.04	$1.72	3
Corn	Minneapolis, MN	Portland, OR	$5,180	$0	$51.44	$1.31	0
	Sioux Falls, SD	Tacoma, WA	$5,140	$0	$51.04	$1.30	0
	Champaign-Urbana, IL	New Orleans, LA	$3,820	$211	$40.03	$1.02	3
	Lincoln, NE	Galveston-Houston, TX	$3,880	$0	$38.53	$0.98	0
	Des Moines, IA	Amarillo, TX	$4,320	$165	$44.54	$1.13	5
	Minneapolis, MN	Tacoma, WA	$5,180	$0	$51.44	$1.31	0
	Council Bluffs, IA	Stockton, CA	$5,100	$0	$50.65	$1.29	2
Soybeans	Sioux Falls, SD	Tacoma, WA	$5,850	$0	$58.09	$1.58	0
	Minneapolis, MN	Portland, OR	$5,900	$0	$58.59	$1.59	0
	Fargo, ND	Tacoma, WA	$5,750	$0	$57.10	$1.55	0
	Council Bluffs, IA	New Orleans, LA	$4,875	$244	$50.83	$1.38	3
	Toledo, OH	Huntsville, AL	$4,945	$0	$49.11	$1.34	3
	Grand Island, NE	Portland, OR	$5,260	$344	$55.65	$1.51	4

[1]A unit train refers to shipments of at least 25 cars. Shuttle train rates are generally available for qualified shipments of 75-120 cars that meet railroad efficiency requirements.

[2]Approximate load per car = 111 short tons (100.7 metric tons): corn 56 pounds per bushel (lbs/bu), wheat and soybeans 60 lbs/bu.

[3]Regional economic areas are defined by the Bureau of Economic Analysis (BEA).

[4]Percentage change year over year (Y/Y) calculated using tariff rate plus fuel surcharge.

Source: BNSF Railway, Canadian National Railway, CSX Transportation, and Union Pacific Railroad.

Table 8

Tariff rail rates for U.S. bulk grain shipments to Mexico

Date: June 2021							
Commodity	Origin state	Destination region	Tariff rate per car[1]	Fuel surcharge per car[2]	Tariff rate plus fuel surcharge per: metric ton[3]	bushel[3]	Percent change[4] Y/Y
Wheat	MT	Chihuahua, CI	$7,384	$0	$75.45	$2.05	-2
	OK	Cuautitlan, EM	$6,813	$146	$71.10	$1.93	2
	KS	Guadalajara, JA	$7,531	$697	$84.08	$2.29	5
	TX	Salinas Victoria, NL	$4,347	$89	$45.33	$1.23	2
Corn	IA	Guadalajara, JA	$8,902	$593	$97.01	$2.46	3
	SD	Celaya, GJ	$8,140	$0	$83.17	$2.11	0
	NE	Queretaro, QA	$8,300	$304	$87.91	$2.23	3
	SD	Salinas Victoria, NL	$6,905	$0	$70.55	$1.79	0
	MO	Tlalnepantla, EM	$7,665	$297	$81.34	$2.06	3
	SD	Torreon, CU	$7,690	$0	$78.57	$1.99	0
Soybeans	MO	Bojay (Tula), HG	$8,547	$557	$93.01	$2.53	3
	NE	Guadalajara, JA	$9,157	$580	$99.49	$2.70	3
	IA	El Castillo, JA	$9,410	$0	$96.15	$2.61	-1
	KS	Torreon, CU	$8,014	$400	$85.96	$2.34	3
Sorghum	NE	Celaya, GJ	$7,772	$523	$84.76	$2.15	4
	KS	Queretaro, QA	$8,108	$183	$84.71	$2.15	1
	NE	Salinas Victoria, NL	$6,713	$147	$70.08	$1.78	1
	NE	Torreon, CU	$7,092	$364	$76.18	$1.93	3

[1]Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75-110 cars that meet railroad efficiency requirements.

[2]Fuel surcharge adjusted to reflect the change in Ferrocarril Mexicano, S.A. de C.V railroad fuel surcharge policy as of 10/01/2009.

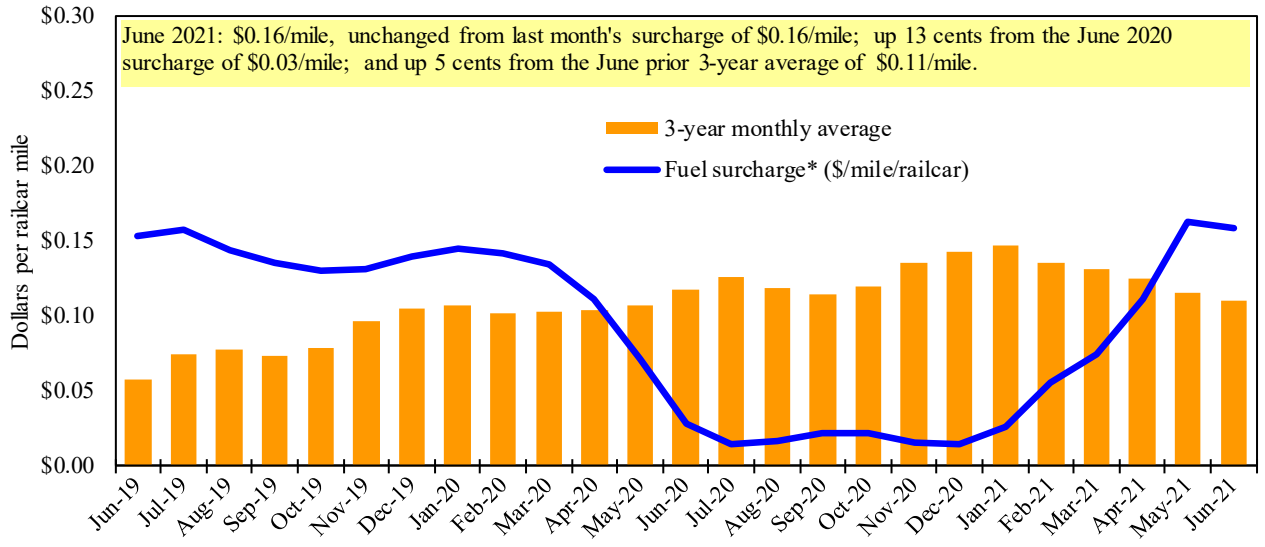
[3]Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu.

[4]Percentage change calculated using tariff rate plus fuel surchage; Y/Y = year over year.

Sources: BNSF Railway, Union Pacific Railroad, Kansas City Southern.

Figure 7

Railroad fuel surcharges, North American weighted average[1]



[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.

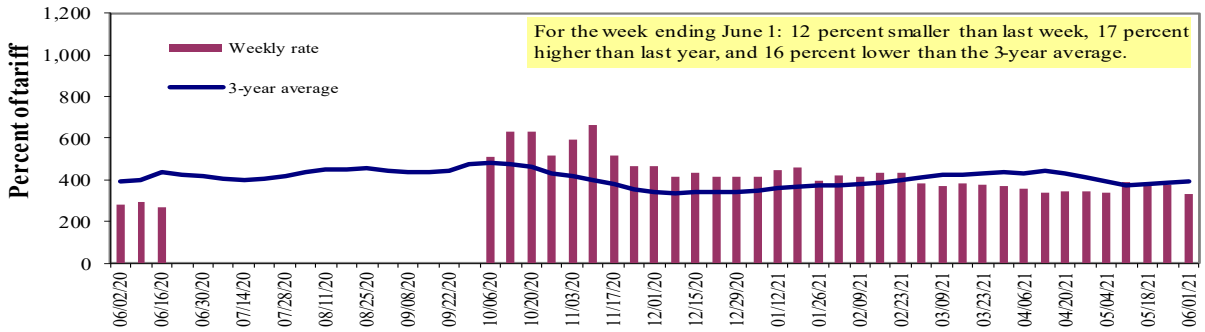
* Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

**CSX strike price changed from $2.00/gal. to $3.75/gal. starting January 1, 2015.

Sources: BNSF Railway, Canadian National Railway, CSX Transportation, Canadian Pacific Railway, Union Pacific Railroad, Kansas City Southern Railway, Norfolk Southern Corporation.

Barge Transportation

Figure 8
Illinois River barge freight rate[1,2,3]



[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average of the 3-year average.
[3]No rates data from 06/23/20 to 9/29/20 due to the lock closure for rehabilitation and replacement of lock machinery.
Source: USDA, Agricultural Marketing Service.

Table 9
Weekly barge freight rates: Southbound only

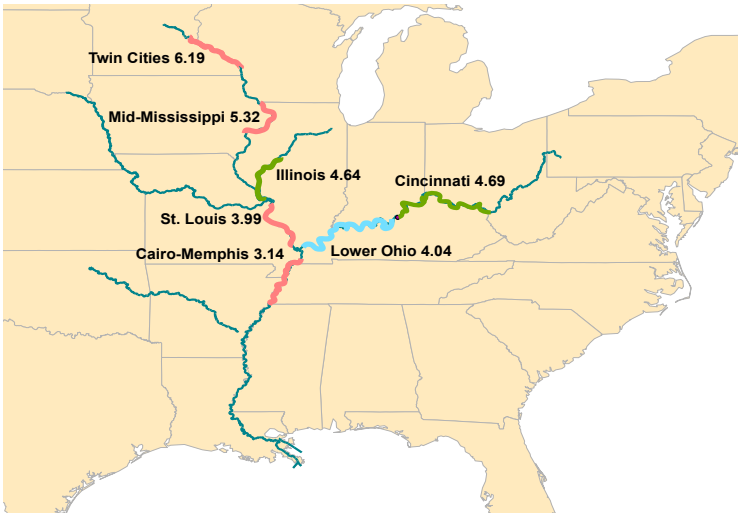
		Twin Cities	Mid-Mississippi	Lower Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Rate[1]	6/1/2021	430	335	333	236	251	251	221
	5/25/2021	462	380	378	267	271	271	237
$/ton	6/1/2021	26.62	17.82	15.45	9.42	11.77	10.14	6.94
	5/25/2021	28.60	20.22	17.54	10.65	12.71	10.95	7.44
Current week % change from the same week:								
	Last year	21	14	17	24	40	40	24
	3-year avg. [2]	-2	-15	-16	-15	-12	-12	-13
Rate[1]	July	401	325	320	228	244	244	216
	September	514	490	486	430	476	476	428

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average; ton = 2,000 pounds; "-" not available due to closure.
Source: USDA, Agricultural Marketing Service.

Figure 9
Benchmark tariff rates

Calculating barge rate per ton:
(Rate * 1976 tariff benchmark rate per ton)/100

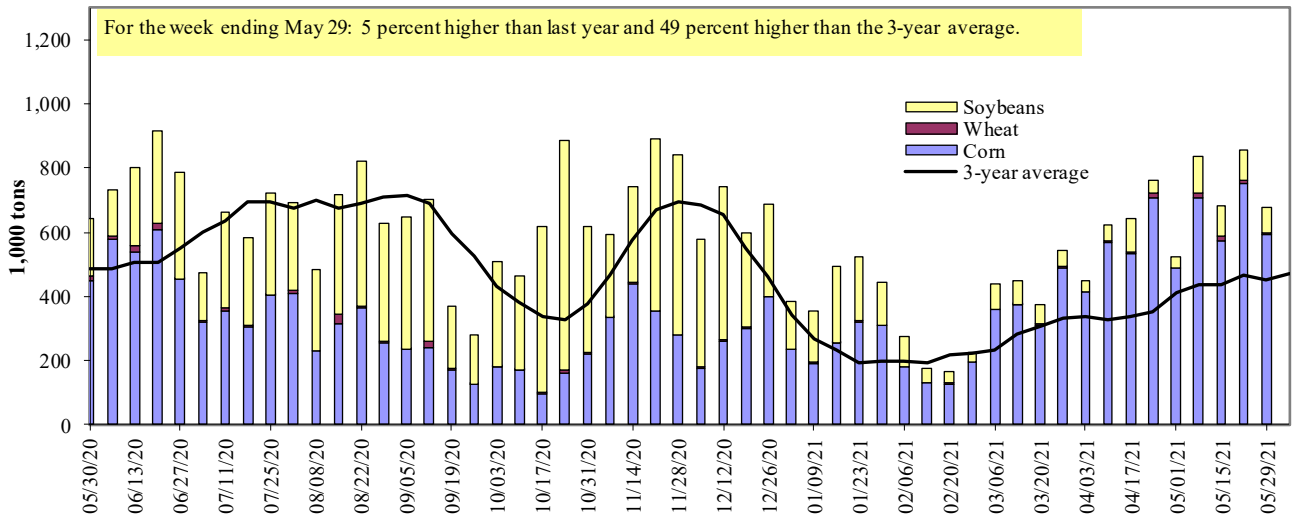
Select applicable index from market quotes are included in tables on this page. The 1976 benchmark rates per ton are provided in map.



Map Credit: USDA, Agricultural Marketing Service

Figure 10

Barge movements on the Mississippi River[1] (Locks 27 - Granite City, IL)



[1] The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers.

Table 10

Barge grain movements (1,000 tons)

For the week ending 05/29/2021	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	398	2	25	9	435
Winfield, MO (L25)	534	5	52	12	603
Alton, IL (L26)	679	5	79	17	780
Granite City, IL (L27)	593	5	77	17	691
Illinois River (La Grange)	133	0	31	5	169
Ohio River (Olmsted)	110	2	38	0	150
Arkansas River (L1)	0	18	1	0	20
Weekly total - 2021	703	25	116	17	861
Weekly total - 2020	542	6	239	5	792
2021 YTD[1]	12,649	537	3,851	167	17,203
2020 YTD[1]	6,676	659	4,592	46	11,973
2021 as % of 2020 YTD	189	81	84	363	144
Last 4 weeks as % of 2020[2]	159	126	56	198	126
Total 2020	18,942	1,765	19,205	237	40,149

[1] Weekly total, YTD (year-to-date), and calendar year total include MI/27, OH/Olmsted, and AR/1; Other refers to oats, barley, sorghum, and rye. Total may not add exactly due to rounding.

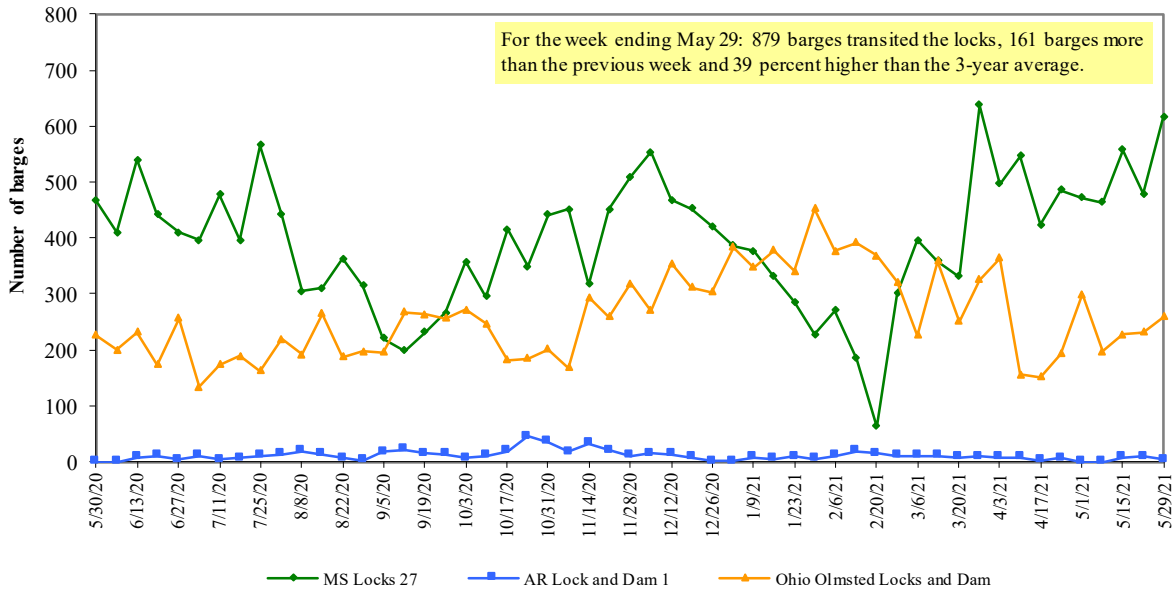
[2] As a percent of same period in 2020.

Note: L (as in "L15") refers to a lock, locks, or locks and dam facility.

Source: U.S. Army Corps of Engineers.

Figure 11

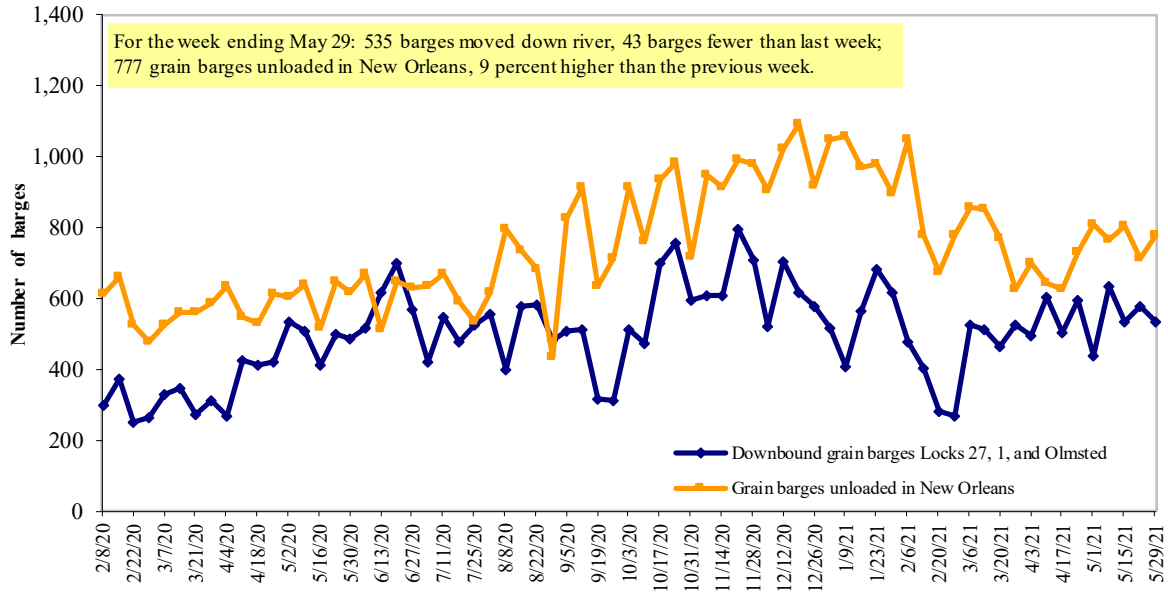
Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



Source: U.S. Army Corps of Engineers.

Figure 12

Grain barges for export in New Orleans region



Note: Olmsted = Olmsted Locks and Dam.

Source: U.S. Army Corps of Engineers and USDA, Agricultural Marketing Service.

Truck Transportation

The **weekly diesel price** provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 11

Retail on-highway diesel prices, week ending 5/31/2021 (U.S. $/gallon)

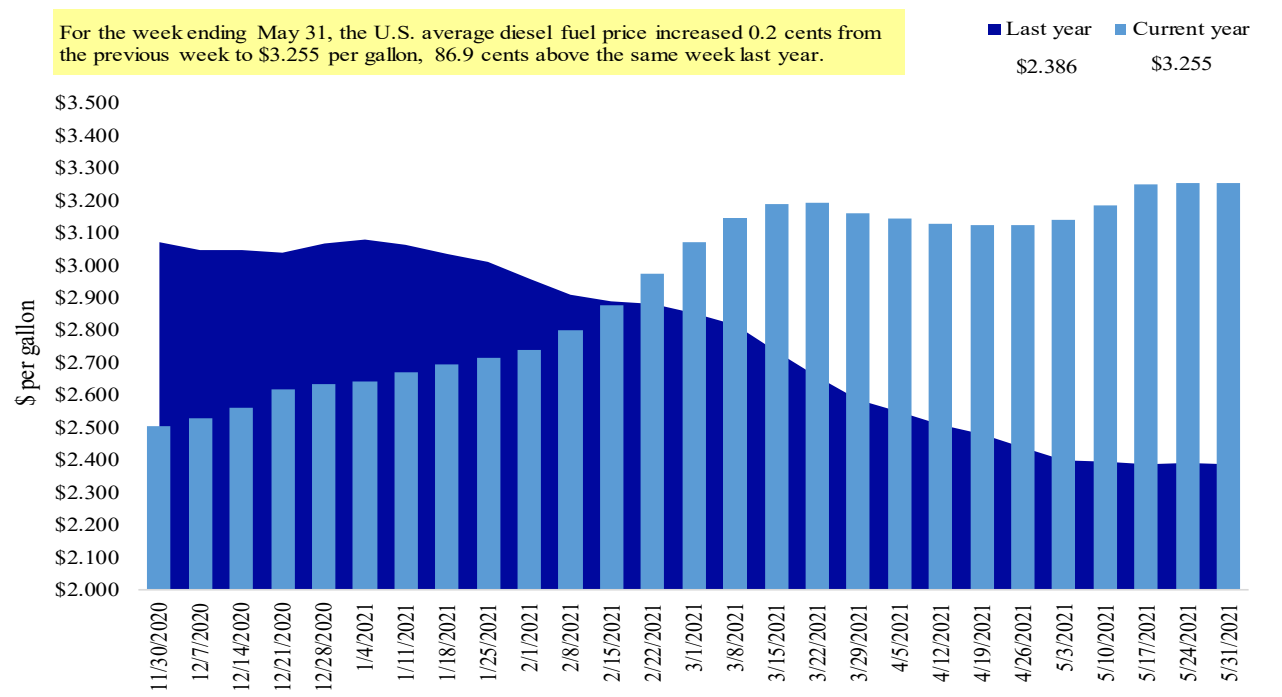
Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	3.239	0.004	0.747
	New England	3.165	0.015	0.550
	Central Atlantic	3.414	0.008	0.748
	Lower Atlantic	3.135	-0.002	0.786
II	Midwest	3.197	-0.002	0.971
III	Gulf Coast	3.027	-0.002	0.856
IV	Rocky Mountain	3.377	0.015	1.037
V	West Coast	3.762	0.011	0.862
	West Coast less California	3.410	0.015	0.850
	California	4.055	0.008	0.874
Total	United States	3.255	0.002	0.869

[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

Source: U.S. Department of Energy, Energy Information Administration.

Figure 13

Weekly diesel fuel prices, U.S. average



Source: U.S. Department of Energy, Energy Information Administration, Retail On-Highway Diesel Prices.

Grain Exports

Table 12

U.S. export balances and cumulative exports (1,000 metric tons)

	Wheat						Corn	Soybeans	Total
For the week ending	HRW	SRW	HRS	SWW	DUR	All wheat			
Export balances[1]									
5/20/2021	461	155	542	388	29	1,574	19,440	4,275	25,289
This week year ago	995	175	1,122	705	43	3,041	12,171	6,719	21,931
Cumulative exports-marketing year[2]									
2020/21 YTD	8,268	1,713	7,229	6,241	654	24,104	49,137	57,244	130,486
2019/20 YTD	9,039	2,268	6,841	4,655	922	23,725	27,668	35,222	86,615
YTD 2020/21 as % of 2019/20	91	76	106	134	71	102	178	163	151
Last 4 wks. as % of same period 2019/20*	67	112	67	90	113	76	179	69	131
Total 2019/20	9,526	2,318	6,960	4,751	922	24,477	42,622	43,994	111,094
Total 2018/19	8,591	3,204	6,776	5,164	479	24,214	48,924	46,189	119,327

[1] Current unshipped (outstanding) export sales to date.

[2] Shipped export sales to date; 2020/21 marketing year now in effect for wheat, corn, and soybeans.

Note: marketing year: wheat = 6/01-5/31, corn and soybeans = 9/01-8/31. YTD = year-to-date; wks. = weeks; HRW= hard red winter; SRW = soft red winter; HRS= hard red spring; SWW= soft white wheat; DUR= durum.

Source: USDA, Foreign Agricultural Service.

Table 13

Top 5 importers[1] of U.S. corn

For the week ending 05/20/2021	Total commitments[2]			% change	Exports[3]
	2021/22 next MY	2020/21 current MY	2019/20 last MY	current MY from last MY	3-yr. avg. 2017-19
			- 1,000 mt -		
Mexico	1,808	14,561	13,478	8	14,869
Japan	624	9,882	8,801	12	11,221
Columbia	0	3,666	3,811	(4)	4,830
Korea	0	3,399	2,171	57	4,011
China	10,744	22,996	1,266	1,716	909
Top 5 importers	**13,177**	**54,503**	**29,528**	**85**	**35,840**
Total U.S. corn export sales	**14,628**	**68,577**	**39,838**	**72**	**49,983**
% of projected exports	23%	97%	88%		
Change from prior week[2]	**5,691**	**556**	**427**		
Top 5 importers' share of U.S. corn export sales	90%	79%	74%		72%
USDA forecast May 2021	**62,341**	**70,611**	**45,242**	**56**	
Corn use for ethanol USDA forecast, May 2021	**132,080**	**126,365**	**123,368**	**2**	

[1]Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2019/20; marketing year (MY) = Sep 1 - Aug 31.

[2]Cumulative exports (shipped) + outstanding sales (unshipped), FAS weekly export sales report, or export sales query. Total commitments change (net sales) from prior week could include revisions from previous week's outstanding sales or accumulated sales.

[3]FAS marketing year ranking reports (carryover plus accumulated export); yr. = year; avg. = average.

Note: A red number in parentheses indicates a negative number; mt = metric ton.

Source: USDA, Foreign Agricultural Service.

Table 14

Top 5 importers[1] of U.S. soybeans

For the week ending 5/20/2021	Total commitments[2]			% change current MY from last MY	Exports[3] 3-yr. avg. 2017-19
	2021/22 next MY	2020/21 current MY	2019/20 last MY		
			1,000 mt -		- 1,000 mt -
China	3,082	35,703	14,745	142	19,106
Mexico	475	4,689	4,439	6	4,591
Egypt	0	2,777	3,000	(7)	2,980
Indonesia	1	2,098	1,772	18	2,360
Japan	74	2,133	2,208	(3)	2,288
Top 5 importers	**3,632**	**47,401**	**26,163**	**81**	**31,324**
Total U.S. soybean export sales	**7,270**	**61,519**	**41,941**	**47**	**49,352**
% of projected exports	13%	99%	92%		
change from prior week[2]	**248**	**56**	**644**		
Top 5 importers' share of U.S. soybean export sales	50%	77%	62%		**63%**
USDA forecast, May 2021	**56,540**	**62,125**	**45,831**	**136**	

[1]Based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for 2019/20; marketing year (MY) = Sep 1 - Aug 31.

[2]Cumulative exports (shipped) + outstanding sales (unshipped), FAS weekly export sales report, or export sales query. The total commitments change (net sales) from prior week could include revisions from previous week's outstanding sales and/or accumulated sales.

[3]FAS marketing year ranking reports (carryover plus accumulated export); yr. = year; avg. = average.

Note: A red number in parentheses indicates a negative number; mt = metric ton.

Source: USDA, Foreign Agricultural Service.

Table 15

Top 10 importers[1] of all U.S. wheat

For the week ending 05/20/2021	Total Commitmer			% change current MY from last MY	Exports[3] 3-yr. avg. 2017-19
	2021/22 next MY	2020/21 current MY	2019/20 last MY		
			1,000 mt -		- 1,000 mt -
Mexico	544.9	3,690	3,854	(4)	3,213
Philippines	697.5	3,188	3,578	(11)	2,888
Japan	306.1	2,495	2,780	(10)	2,655
Nigeria	257	1,464	1,575	(7)	1,433
Korea	169.8	1,919	1,659	16	1,372
Indonesia	0	1,008	1,066	(5)	1,195
Taiwan	140.4	1,191	1,428	(17)	1,175
Thailand	0	814	878	(7)	727
Italy	0	617	947	(35)	622
Colombia	87.3	394	793	(50)	618
Top 10 importers	**2,203**	**16,780**	**18,559**	(10)	**15,897**
Total U.S. wheat export sale	**3,951**	**25,678**	**26,766**	(4)	**23,821**
% of projected exports	16%	98%	102%		
change from prior week[2]	**374**	**29**	**210**		
Top 10 importers' share of U.S. wheat export sales	56%	65%	69%		67%
USDA forecast, May 2021	**24,523**	**26,294**	**26,294**	0	

[1] Based on USDA, Foreign Agricultural Service(FAS) marketing year ranking reports for 2019/20; Marketing year (MY) = Jun 1 - May 31.

[2] Cumulative exports (shipped) + outstanding sales (unshipped), FAS weekly export sales report, or export sales query. The total commitments change (net sales) from prior week could include revisions from the previous week's outstanding and/or accumulated sales.

[3] FAS marketing year final reports (carryover plus accumulated export); yr. = year; avg. = average.

Note: A red number in parentheses indicates a negative number.

Source: USDA, Foreign Agricultural Service.

Table 16

Grain inspections for export by U.S. port region (1,000 metric tons)

Port regions	For the week ending 05/27/21	Previous week*	Current week as % of previous	2021 YTD*	2020 YTD*	2021 YTD as % of 2020 YTD	Last 4-weeks as % of: Last year	Last 4-weeks as % of: Prior 3-yr. avg.	2020 total*
Pacific Northwest									
Wheat	103	400	26	6,881	6,565	105	107	112	15,966
Corn	499	454	110	9,037	3,852	235	164	135	9,969
Soybeans	0	0	n/a	3,669	2,736	134	12	6	14,028
Total	**602**	**854**	**70**	**19,587**	**13,153**	**149**	**128**	**112**	**39,963**
Mississippi Gulf									
Wheat	52	40	130	1,007	1,506	67	162	75	3,422
Corn	1,331	1,008	132	22,026	12,556	175	164	171	28,781
Soybeans	77	124	62	9,892	9,536	104	47	40	38,013
Total	**1,460**	**1,172**	**125**	**32,925**	**23,599**	**140**	**131**	**123**	**70,215**
Texas Gulf									
Wheat	0	65	0	1,432	1,683	85	63	56	4,248
Corn	0	16	0	239	344	69	35	40	723
Soybeans	0	0	n/a	656	7	n/a	n/a	n/a	2,098
Total	**0**	**81**	**0**	**2,327**	**2,033**	**114**	**59**	**54**	**7,068**
Interior									
Wheat	82	88	94	1,178	965	122	230	204	2,263
Corn	183	230	80	3,899	3,385	115	107	102	8,683
Soybeans	120	96	126	2,811	2,797	101	85	84	7,274
Total	**386**	**414**	**93**	**7,889**	**7,147**	**110**	**110**	**106**	**18,220**
Great Lakes									
Wheat	33	38	87	188	204	92	173	103	891
Corn	0	7	0	32	0	n/a	n/a	25	111
Soybeans	0	1	n/a	13	17	77	155	39	1,111
Total	**33**	**46**	**72**	**232**	**220**	**105**	**180**	**80**	**2,113**
Atlantic									
Wheat	0	0	n/a	72	1	n/a	n/a	n/a	65
Corn	0	0	n/a	14	8	174	n/a	0	33
Soybeans	5	13	40	1,016	381	267	102	40	1,870
Total	**5**	**13**	**40**	**1,102**	**390**	**282**	**102**	**33**	**1,968**
U.S. total from ports*									
Wheat	270	630	43	10,758	10,924	98	112	99	26,854
Corn	2,013	1,715	117	35,246	20,146	175	154	147	48,301
Soybeans	202	234	87	18,057	15,473	117	56	45	64,394
Total	**2,485**	**2,580**	**96**	**64,061**	**46,542**	**138**	**123**	**111**	**139,548**

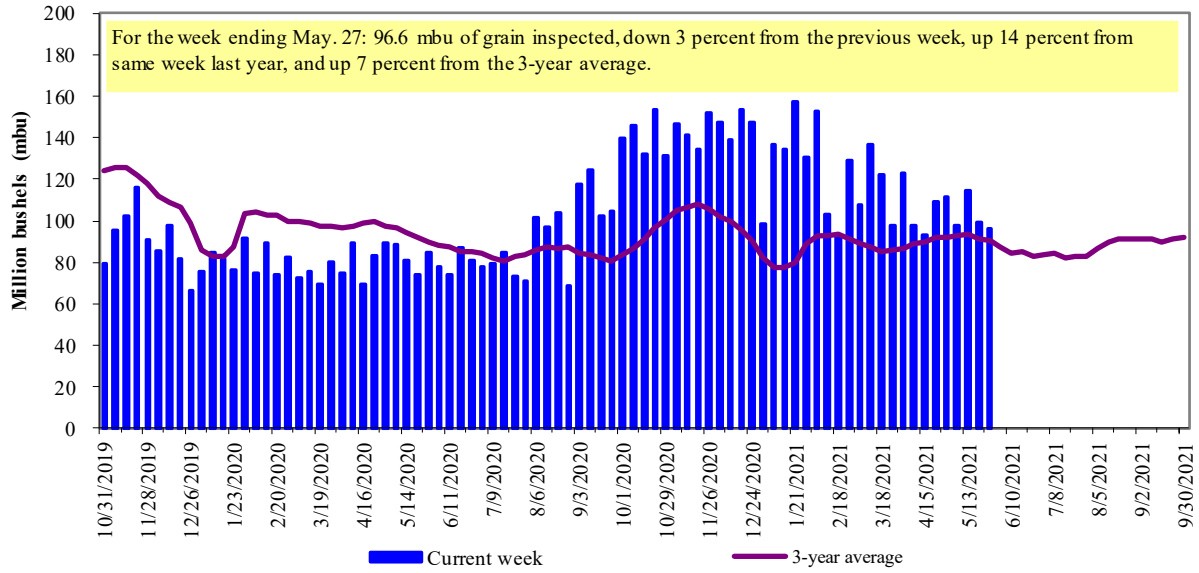
*Data includes revisions from prior weeks; some regional totals may not add exactly due to rounding.

Source: USDA, Federal Grain Inspection Service; YTD= year-to-date; n/a = not applicable or no change.

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 50 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 55 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2019.

Figure 14

U.S. grain inspected for export (wheat, corn, and soybeans)

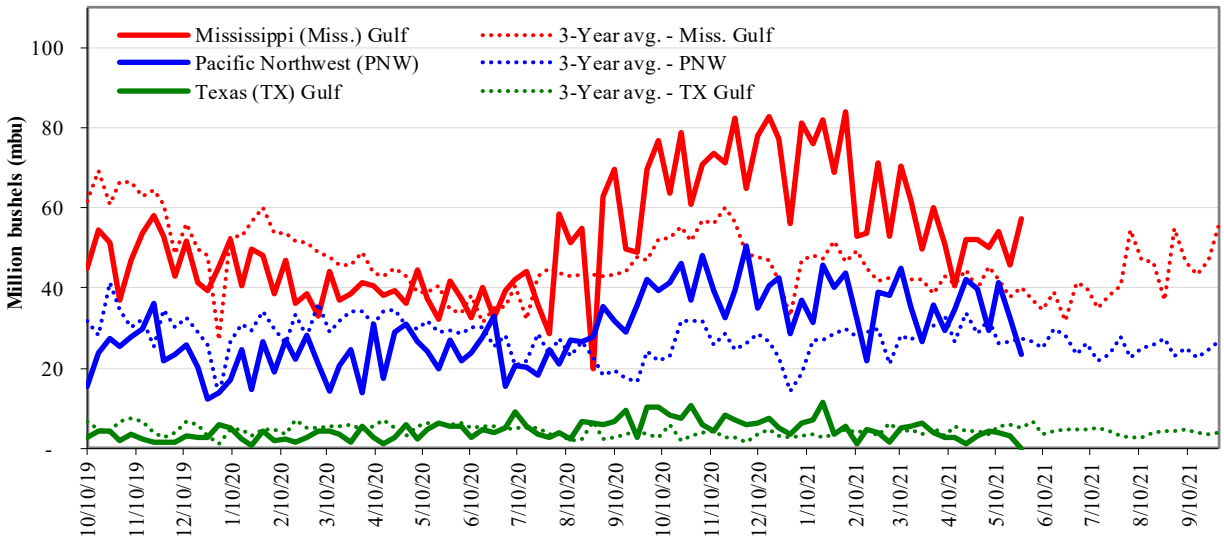


Note: 3-year average consists of 4-week running average.

Source: USDA, Federal Grain Inspection Service.

Figure 15

U.S. Grain inspections: U.S. Gulf and PNW[1] (wheat, corn, and soybeans)



Week ending 05/27/21 inspections (mbu):	
MS Gulf:	57.1
PNW:	23.4
TX Gulf:	0.0

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last wk:	up 25	down 100	up 17	down 28
Last Year (same wk):	up 36	down 100	up 21	down 13
3-yr avg. (4-wk. mov. Avg):	up 38	down 100	up 23	down 17

Source: USDA, Federal Grain Inspection Service.

Table 17

Weekly port region grain ocean vessel activity (number of vessels)

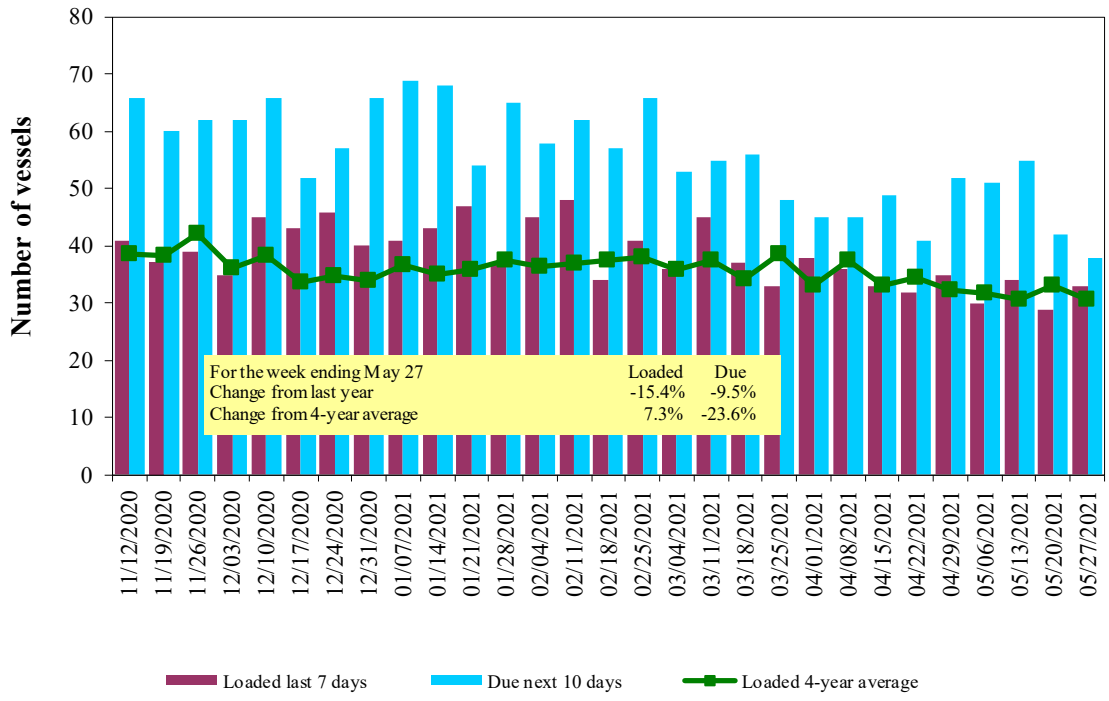
	Gulf			Pacific Northwest
Date	In port	Loaded 7-days	Due next 10-days	In port
5/27/2021	23	33	38	14
5/20/2021	30	29	42	13
2020 range	(22…60)	(23...46)	(34...68)	(7…24)
2020 average	37	33	49	15

Note: n/a = not available due to holiday.

Source: USDA, Agricultural Marketing Service.

Figure 16

U.S. Gulf[1] vessel loading activity

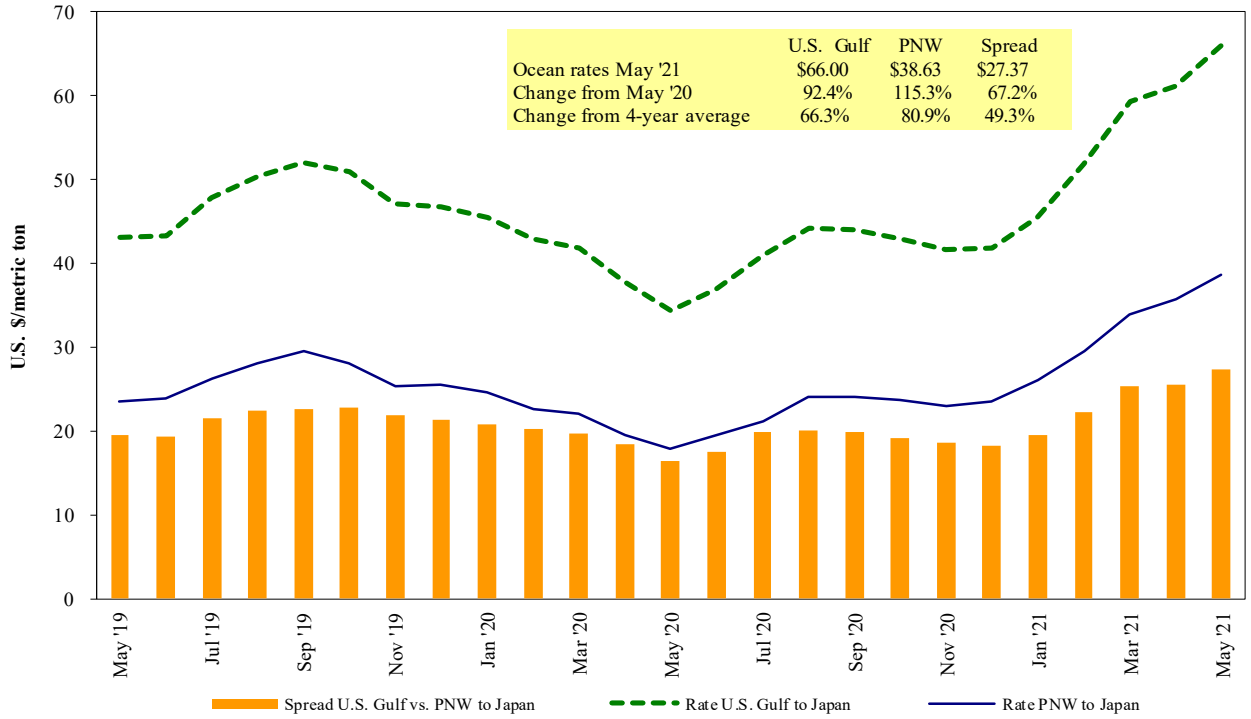


[1]U.S. Gulf includes Mississippi, Texas, and East Gulf.

Source:USDA, Agricultural Marketing Service.

Figure 17

Grain vessel rates, U.S. to Japan



Note: PNW = Pacific Northwest

Source: O'Neil Commodity Consulting

Table 18

Ocean freight rates for selected shipments, week ending 05/29/2021

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	Japan	Heavy grain	Aug 21/Sep 9	50,000	60.90
U.S. Gulf	Japan	Heavy grain	Jul 1/15	50,000	64.10
U.S. Gulf	Japan	Grain	May 25/Jun 25	50,000	46.85 op 47.85
U.S. Gulf	Japan	Wheat	May 1/15	31,877	58.33
U.S. Gulf	Japan	Wheat	May 1/14	47,405	67.50
U.S. Gulf	Japan	Heavy grain	Apr 15/May 15	50,000	47.00
U.S. Gulf	Japan	Heavy grain	Apr 1/30	48,000	46.75
U.S. Gulf	China	Heavy grain	Apr 14/29	68,000	63.50
U.S. Gulf	Sudan	Wheat	May 20/30	48,000	112.75*
PNW	Japan	Wheat	Jul 16/31	30,250	64.35
PNW	Japan	Wheat	Jun 5/15	50,600	49.30
PNW	Japan	Grain	Mar 5/14	28,000	48.10
PNW	Yemen	Wheat	Jun 10/20	22,230	132.25*
PNW	Taiwan	Wheat	May 29/Jun 12	45,665	48.00
PNW	Taiwan	Corn	Feb 20/Mar 15	65,000	24.90
Brazil	China	Heavy grain	Mar 21/31	66,000	44.00
Brazil	China	Heavy grain	Mar 21/30	66,000	45.50
River Plate	S. Korea	Corn	May 1/31	68,000	52.60*

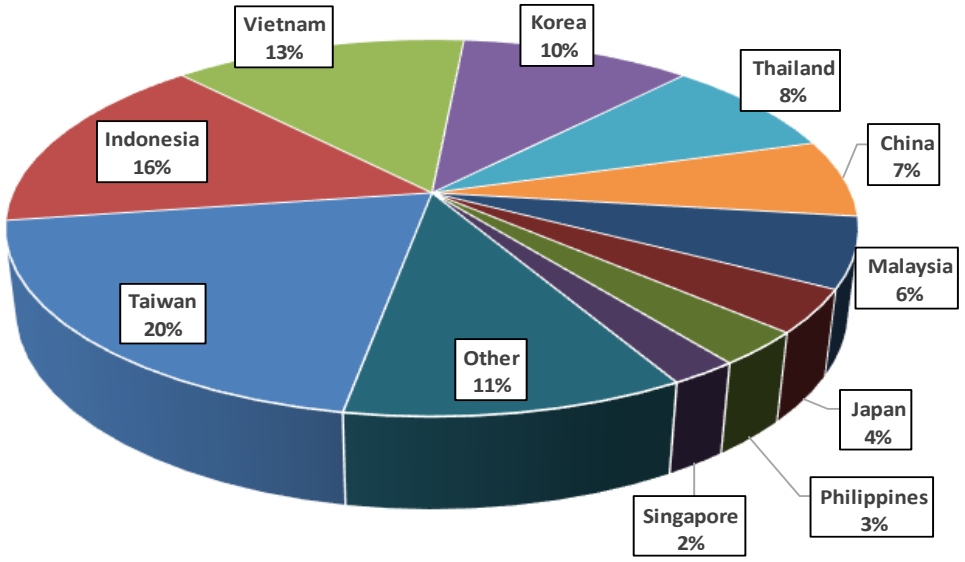
*50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

Note: Rates shown are per metric ton (2,204.62 lbs. = 1 metric ton), free on board (F.O.B), except where otherwise indicated; op = option.

Source: Maritime Research, Inc.

In 2019, containers were used to transport 9 percent of total U.S. waterborne grain exports. Approximately 60 percent of U.S. waterborne grain exports in 2019 went to Asia, of which 14 percent were moved in containers. Approximately 94 percent of U.S. waterborne containerized grain exports were destined for Asia.

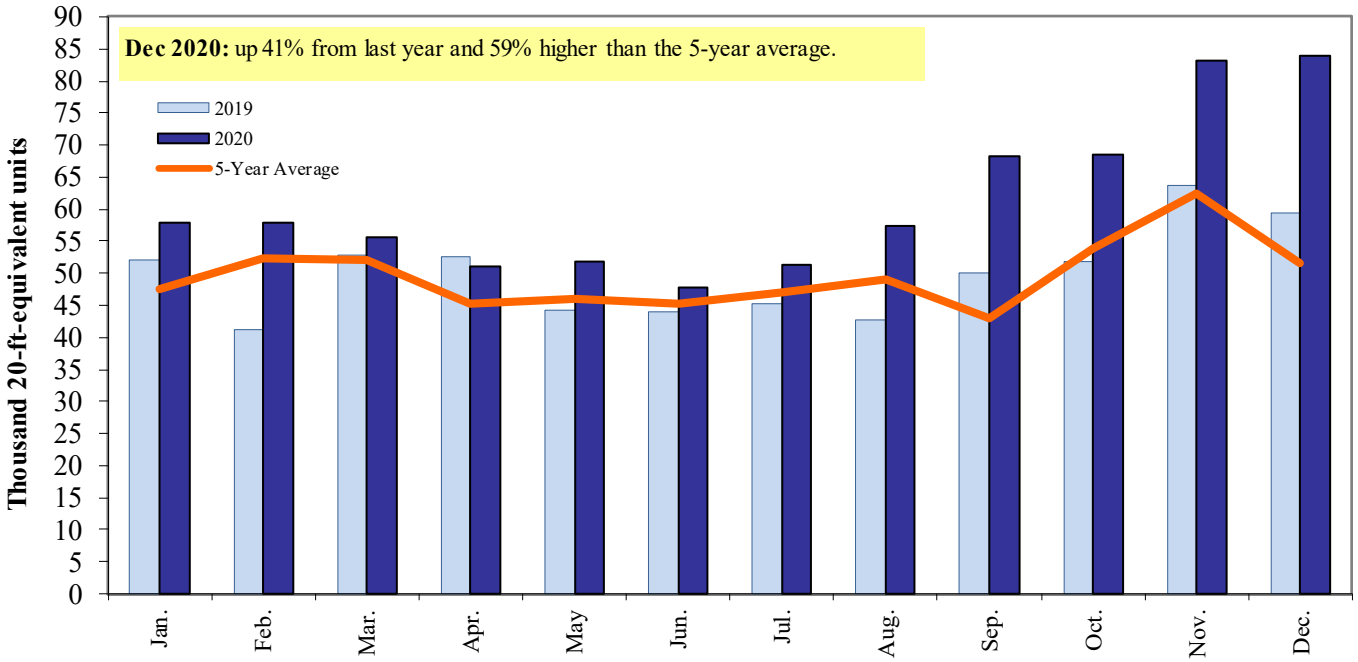
Figure 18
Top 10 destination markets for U.S. containerized grain exports, Jan-Dec 2020



Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 1001, 100190, 1002, 1003 100300, 1004, 100400, 1005, 100590, 1007, 100700, 1102, 110100, 230310, 110220, 110290, 1201, 120100, 230210, 230990, 230330, 120810, and 120190.

Source: USDA, Agricultural Marketing Service, Transportation Services Division analysis of PIERS data.

Figure 19
Monthly shipments of containerized grain to Asia



Note: The following Harmonized Tariff Codes are used to calculate containerized grains movements: 100190, 100200, 100300, 100400, 100590, 100700, 110100, 110220, 110290, 1201, 120100, 120190, 120810, 230210, 230310, 230330, and 230990.

Source: USDA, Agricultural Marketing Service, Transportation Services Division analysis of PIERS data.

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